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No. 11,913. 號三十一百九千壹萬壹第

廿二日初月三日光

HONGKONG, TUESDAY, APRIL 21st, 1893.

二月四日十二年

PRICE \$2 PER MONTH

# Hongkong Daily Press.

ESTABLISHED 1857.

NEW ADVERTISEMENTS.

THE EW COOTON SPINNING AND WEAVING COMPANY, LIMITED.

THE CALL of the 25 due on 22nd April in Shanghai on Shares in this Company will be received by the HONGKONG and SHANGHAI BANKING CORPORATION here at current rates of exchange on Shanghai, on the day of payment, and will be enforced by us on presentation of Bank receipts.

JARDINE, MATTHESON & CO., General Managers.

Hongkong, 21st April, 1893. [985]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A INTERIM BONUS of Twenty per cent. upon Contributions for the year 1892 has been declared.

WARRANTS will be issued on the 30th inst.

By Order of the Board.

N. J. EDE, Secretary.

Hongkong, 21st April, 1893. [986]

NEW GOODS.

WE are now showing SPRING and SUMMER DRESSING GOODS, FRENCH LAVENS, CAMBRICS, ZEPHYRS, &c. PRETTY BLOUSE MATERIALS, ALL AT REDUCED PRICES. HONGKONG TRADING CO., 1, 3 and 5, D'Aguilar Street, Hongkong, 21st April, 1893. [987]

WAT DEPARTMENT.

CONTRACT FOR REPAIRS AND MATERIALS.

TENDERS are required for the above Contract for a period of one year and ten months from 1st June, 1893, to 31st March, 1894, inclusive, in the HONGKONG ROYAL ENGINEER DISTRICT.

Form of Tender, Conditions of Contract, Schedule of Prices and all necessary information may be obtained on application to the Surveyor Royal Engineer Office, Queen's Road, between the hours of 10 a.m. and 4 p.m. up to the 30th inst.

Candidates tendering are requested to send Testimonials of Competency with their application for Schools.

Tenders are to be delivered at the Commissioner's Office at 12 o'clock Noon on FRIDAY, the 8th day of MAY, 1893, addressed to the Surveyor Royal Engineer Office, outside "Tenders for Contracts" Box.

The Secretary of State for War does not bind himself to accept the lowest or any Tender.

T. H. ANSTEY, Col. on the Staff, C.R.E. China.

Hongkong, 18th April, 1893. [984]

OSAKA HOTEL.

BEST appointed HOTEL in JAPAN is the above and for which Passport is required to travel from.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship "DARIUS," will be despatched for the above ports on SUNDAY, the 26th inst., at DAYLIGHT. For Freight or Passage, apply to DODWELL, CARLILL & CO., Agents.

Hongkong, 21st April, 1893. [989]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY and FOOCHEW. THE Company's Steamship.

"NAMOA," Captain Hill, will be despatched for the above ports on SUNDAY, the 26th inst., at NOON.

For Freight or Passage, apply to DOUGLAS LAMBERT & CO., General Managers.

Hongkong, 26th April, 1893. [991]

FOR SHANGHAI, JINSEN, AND NAGASAKI.

THE Steamship "SATSUMA MARU," Captain F. L. Sommer, will be despatched as above ports on SUNDAY, the 26th inst., at 2 P.M. For Freight or Passage, apply to NIEPEN YUSEN KAISHA.

Hongkong, 26th April, 1893. [992]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

"HANGCHOW," Captain Bennett, will be despatched on TUESDAY, the 27th inst., at 7 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st April, 1893. [1000]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

"SUNGKIAK," Captain C. N. Dodd, will be despatched on MONDAY, the 27th inst., at 4 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st April, 1893. [1001]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Steamship "CENTAUR," Captain Williams, will be despatched on TUESDAY, the 28th inst., at 4 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st April, 1893. [1002]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship.

"CHELYDRA," having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of remaining on board after 4 P.M. of the 21st inst. will be landed at Consignee's risk and expense into Godown at East Point.

No Fire Insurance will be effected. Bills of Lading will be forwarded to Consignee.

JARDINE, MATTHESON & CO., General Managers.

Hongkong, 20th April, 1893. [993]

## AUCTIONS

### PUBLIC AUCTION.

THE Undersigned has received Instructions to Sell by PUBLIC AUCTION, TO-DAY (TUESDAY), the 21st APRIL, 1893, at 12.30 P.M., at his Shop, 18, QUEEN'S ROAD, HOUSEHOLD FURNITURE, &c. (for Stanley Accounts). Comprising—

TAPESTRY AND CLOTHES-COVERED DRAWING-ROOM SUITE, MARBLETOP CENTRE and SIDE TABLES.

BLACKWOOD STANDS and STOOLS.

Bevelled Glass OVERMANTLES.

SOFA and RUGS, VASES and ORNAMENTS.

EXTENSION DINING TABLE, SIDE-BOARD, DINNER WAGGONS, CROCKERY, GLASS and PLATED WARE.

GLASS BOOKCASE, DESK, and WRITING-TABLE.

DOUBLE and SINGLE IRON BEDS.

WALL HANGINGS with Brass Gilt CHASES of DRAWERS, MARBLETOP BUREAU with Bevelled Glass, DRESSING TABLES, and MARBLETOP WASH-STANDS.

A Large ELECTRIC HATTERY.

One CAMERA.

&c., &c., &c.

TERMS OF SALE.—As Customary.

J. M. ARMSTRONG, Auctioneer.

Hongkong, 17th April, 1893. [988]

### PUBLIC AUCTION.

THE Undersigned has received Instructions to Sell by PUBLIC AUCTION, at the Premises, TO-MORROW (WEDNESDAY), the 22nd APRIL, 1893, at 12.30 P.M.

THE GOODS AND CHATTELS

OF THE SHAN LUNG BANK, of No. 87, WINGLOK STREET.

Comprising—

SUNDRY FURNITURE

AND ONE SAFE, measuring about 6 feet high, 4 feet 2 inches wide and 2 feet 4 inches deep.

TERMS CASH.

J. M. ARMSTRONG, Auctioneer.

Hongkong, 20th April, 1893. [986]

### PUBLIC AUCTION

OF VALUABLE SHANGHAI-MADE FURNITURE, COTTAGE PIANO, &c.

THE Undersigned has received Instructions to Sell by PUBLIC AUCTION, ON FRIDAY, the 24th APRIL, 1893, at 2.30 P.M., at his Shop, 18, QUEEN'S ROAD CENTRAL.

TERMS OF SALE.—As Customary.

G. M. ARMSTRONG, Auctioneer.

Hongkong, 23rd April, 1893. [985]

### PUBLIC AUCTION

OF VALUABLE SHANGHAI-MADE FURNITURE, COTTAGE PIANO, &c.

THE Undersigned has received Instructions to Sell by PUBLIC AUCTION, ON FRIDAY, the 24th APRIL, 1893, at 2.30 P.M., at his Shop, 18, QUEEN'S ROAD CENTRAL.

TERMS OF SALE.—As Customary.

G. M. ARMSTRONG, Auctioneer.

Hongkong, 23rd April, 1893. [986]

### PUBLIC AUCTION

OF VALUABLE HOUSEHOLD FURNITURE, mostly MORTGAGED.

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designed to arrange it, and we should hope that it will be a stipulation that however many flags are placed the yellow dragon flag, there shall be a uniform tariff and the same liberty of trade over the whole; but we would much rather see the Chinese Government pull itself together, and adopt such reforms as will postpone partition *sic dic.* —*N. C. Daily News.*

## THE SUBSIDY OF THE NIPPON YUSEN KAISHA.

The *Nichi Nishi* has entered into a calculation how much the Nippon Yusen Kaisha will receive under the provisions of the Navigation Encouragement Act recently passed by the Diet. If the Company employs on its European line such vessels as the *Sakura-maru*, about 4,130 tons gross and 11 knots average speed, it is estimated that the subsidy for the outward and homeward journey for one vessel will be £2,365.21. Including the total subsidy for the line will amount to £6,955. The one of the directors, however, is now in Europe for the purpose of purchasing larger steamers, our contemporaries calculated that the vessels used will be about the size of the *Tsushima*, say of about five thousand seven hundred tons gross, in which case the steamer will earn a subsidy on 100 days' voyage of £1,140.00, or for 100 days a year of £87,600.00. In addition the Government will grant a subsidy of £50,000 per year to the Australian line of 100,000 ton to the Bombay line, and of 60,000 ton to the Vladivostock and Korsakoff line. Adding the amount of the general Government subsidy, it is then calculated that the total amount of the annual subsidy to the Nippon Yusen Kaisha will reach in round figures £2,000.00 yen. —*Kobe Chronicle.*

## THE SUGAR TRADE IN JAPAN.

The following are extracted from the annual report of the Yokohama Chamber of Commerce on Sugar. —The trade in 1895 was as follows:—considerable increase over that of the previous year, the total amount being 603,500 piculs and white 395,447 piculs against 329,309 piculs and 495,109 piculs respectively. These figures, as entered in the Customs, however, have not kept pace with these figures, as for the fully 10 per cent. increase of imports in brown sugar the value has hardly increased 2 per cent. and for the quantitative increase of over 20 per cent. in white the value has declined 11 per cent. While the values have declined 11 per cent. the total value of sugar has increased 25 per cent. The following machine manufacturers employ 1,000 persons, in which case the steamer will earn a subsidy on 100 days' voyage of £1,140.00, or for 100 days a year of £87,600.00. In addition the Government will grant a subsidy of £50,000 per year to the Australian line of 100,000 ton to the Bombay line, and of 60,000 ton to the Vladivostock and Korsakoff line. Adding the amount of the general Government subsidy, it is then calculated that the total amount of the annual subsidy to the Nippon Yusen Kaisha will reach in round figures £2,000.00 yen. —*Kobe Chronicle.*

## FACTORY OPERATIVES AND THEIR HOURS OF WORK IN JAPAN.

A very interesting report has been prepared by the Osaka Unofficial Sanitary Association upon the ages, wages, and working hours of factory operatives in Osaka-ku. We find out that there are 14 cotton spinning factories in the city employing 16,416 persons. Of these, on 22,210 persons, 31, females are 60 years old and upwards, and they work a fraction over 11 hours a day. This is about the average working day in the factories for all the operatives. The operatives include 2,518 children between the ages of 12 and 14, 517 between 10 and 11, and 171 under 10 years of age. There are two cotton spinning factories, employing 1,181 persons, and the working hours per day are 13. —There are those factories 11 children under 10 years of age—1 boy and 10 girls who work 12 hours a day. In the two cotton spinning establishments 373 persons are employed, whose hours of labour average 10. In these there are 42 girls under 15. There are only one bleaching factory, which employs 50 persons whose working hours are 10 per cent. The four match factories employ 1,479 persons, and the working hours 11 hours a day. These operations include 480 persons, the ages of 12 and 13, 240 between 10 and 12, and 214 under 10 years of age.

There are also six brick factories employing 908 persons. In these factories the hours of labour are lower, the average being only 9½ for all above the age of 10; and for those below 8½ hours.

The Messingue Maritime steamer *Ville de Givet*, from Marseilles, March 29.—To Yokohama: Messrs. Craven, A. Cox, Lowry, To Hongkong: Mr. Tresler, Lieut. H. Boden, Mr. J. Birrell.

Per Messingue Maritime steamer *Gedion*, from Marseilles, March 22.—To Yokohama: Mr. Fawcett.—To Manila: Mr. and Mrs. Bowditch, 7½ children.

Per Messingue Maritime steamer *Ville de Givet*, from Marseilles, March 29.—To Shanghai: Messrs. Craven, A. Cox, Lowry, To Hongkong: Mr. Tresler, Lieut. H. Boden, Mr. J. Birrell.

Per Messingue Maritime steamer *Gedion*, from Marseilles, April 12.—To Yokohama: Messrs. Griffith, Schramm, K. Dalo, Birrell.

Per Canadian Pacific steamer *Empress of Japan*, from Vancouver, April 20.—To Yokohama: Messrs. Matsumoto, Shitamura, Mr. and Mrs. H. J. Hunt, To Kobe: Mr. J. B. Rountree, To Shanghai: Messrs. John Gibbons, W. M. Greig, Grose, Mr. and Mrs. Alfred and two children. To Hongkong: Surg. Lieut. Col. Evans.

Per Glen Line steamer *Glenary*, from London, March 13.—To Shanghai: Miss McLavy, Miss Edith McLavy.

## NEWS VIA AUSTRALIA.

## THE TRANSVAAL.

London, 26th March.

The flagship of her Majesty's Cape and West African squadron is being fitted up for the conveyance of President Kruger to England. The Dutch residents of the Transvaal are bitterly hostile to the proposed visit of Kruger to Great Britain.

President Kruger, in an interview with a Press representative, stated that he has the best hopes of reaching a satisfactory settlement though he regards the position as being very much involved.

London, 26th March.

Mr. John Morley, in moving a vote of censure on the Government for their action in despatching an expedition against the Boers, said that the situation there is a serious one. It is believed that Mr. Chamberlain is sincere and that the facts which the Boers resist, and that the fate of the promised reforms is endangered thereby.

## THE SOUDAN TROUBLE.

London, 21st March.

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Mr. Chamberlain, in reply, pointed out that the immediate and practical object of the Government was the defence of the Egyptian frontier. The Dervishes were a constant menace and if Karsala fell into their hands the effect on Egypt was incalculable. The extent of the Anglo-Egyptian advance into the Soudan would be limited by the extent of the resistance offered.

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Sir William Harcourt stated that an advance on Kharoum would be the inevitable result of the present step.

Mr. Chamberlain, the Leader of the House, said it would be impossible to rest satisfied with the position until the Sudan had been regained and until that had been accomplished Great Britain meant to stay.

The motion went to division, with the result that the Government had a majority of 143.

London, 22nd March.

The Khalifa has proclaimed the warlike status of the Khartoum rebels, and has declared that in the Sudan a new and terrible war will be waged. Sir H. H. Kitchener, Sir of the Egyptian army, who has been appointed to the command of the Dongola expedition, has applied for assistance from the British forces in addition to those already on the spot.

The force which is being despatched to Dongola, under the command of Brigadier-General Sir Herbert Kitchener, Sir of the Egyptian Army, will number 20,000 men, and will include three battalions of British troops and 7,000 Bedouins.

London, 23rd March.

Ashash, the terminus of the railway to be built along the bank of the Nile from Wady Halfa, has been fortified.

London, 23rd March.

Further details of the recent attacks on the Zabidat rebels near Kassala, show that in their first attack the Dervishes lost forty men, but in the three subsequent attacks their losses were much heavier.

A force of 3,000 men is now threatening the Zabidat Pass.

London, 24th March.

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London, 24th March.

In connection with the dispatch of the Anglo-Egyptian expedition to Dongola, it is expected that 4,000 troops will be conveyed up the Nile to Aswan, at the First Cataract, within a week. It is hoped to provoke trouble with the Dervishes in the vicinity of Aswan.

London, 26th March.

The Times this morning states that the Porte has sent an order to Suez to inquire into the cause of the mutiny at Adas, and it seems to have been caused by the combination of gold, by encouraging exports, giving the Japanese producer a larger price for his staples, and thereby increasing the general prosperity of the nation, has contributed to raise the scale of living, or, in other words, to enhance the price of commodities. But there have been so many other powerful factors at work that to differentiate these effects, to determine how much the price of commodities is due to them, how much to the reduced purchasing power of silver, is an almost hopelessly difficult problem. Even though silver had not been arbitrarily divorced from its old connection with gold, even though no marked appreciation of the latter metal had taken place, the greatly altered circumstances of the Japanese nation since the Restoration must have involved a corresponding change in the cost of labour and commodities.

London, 27th March.

Sir H. H. Kitchener, the commander of the expedition to the Upper Nile, will remain at Aswan, 50 miles south of Wady Halfa, until the railway to Akashel is completed.

The camel corps and the cavalry force will advance to Souda, where 1,000 discharges are reported to be camped.

London, 27th March.

It is expected that the mutiny at Adas will be the influence of a campaign that diverted to military uses a large fraction of the working classes, as well as of the population. Further, the manufacturing and commercial development of cotton mills, silk weaving factories, docks, arsenals, paper mills, and so forth springing all over the country, the demand for labour becomes so keen that the remuneration it commands necessarily rises, and the effect is felt in every department of production. It would be extravagant, we think, to expect that a metal which has lost forty or fifty per cent. of its purchasing power in the last few years, will be equally predominant in the East. But it would be equally extravagant to infer that the appreciation of gold is chiefly responsible for the enhanced silver prices of labour and commodities in a country like Japan where influence, independent of exchange, far more potent, have been and continue to be at work.

London, 25th March.

The Italian Premier denied the statement recently circulated that King Moulay had demanded an indemnity of a million sterling from Italy.

London, 26th March.

It is asserted that the Italiens at Adowa are badly organized, are without maps of the country, and are without discipline.

London, 26th March.

Reports from Asia Minor state that the position of affairs in Armenia is becoming worse, and the Turkish authorities are extorting the taxes from the unfortunate people notwithstanding that the Greeks of the country has been under martial law.

London, 26th March.

The Turkish authorities have disbanded the army reserves which were called out during the Armenian agitation.

PENSIONS FOR THE AGED.

London, 26th March.

The question as to the surcharging of a scheme of pensions for the aged, recently brought before the House of Commons, has been referred by the Government to a committee of experts to report on the whole matter very effectually.

## SHIPPING REPORT.

The British steamer *Cheung Nok Kien*, from Singapore 14th April, had fine weather throughout, with light to fresh breeze from S.E. to N.E.

## PASSENGERS BOOKED FOR THE FAR EAST.

For P. and O. steamer *Manila*, from London, Mar. 21.—To Siam, China and Japan: Lieutenant-Colonel G. H. Dryer, Mr. and Mrs. Gillies, Mrs. Allen, Miss Nicholson.

For P. and O. steamer *Britannia*, from London, March 27.—To Siam, China, and Japan: Mr. and Mrs. C. S. Moon, and child, Mr. and Mrs. J. G. French, Mr. and Mrs. J. W. White, Mr. Lovell, Mr. Donald, Mr. and Mrs. J. Wilson, Mr. and Mrs. J. Larson Welsh.

For P. and O. steamer *Adriatic*, from London, April 18.—To Siam, China, and Japan: Mr. and Mrs. Edward Ward, Captain S. S. Lang, Mr. and Mrs. J. L. Ward, Captain S. S. Lang, Mr. and Mrs. J. L. Ward, Captain S. S. Lang.

For P. and O. steamer *Adriatic*, from London, April 18.—To Siam, China, and Japan: Mr. and Mrs. Edward Ward, Captain S. S. Lang, Mr. and Mrs. J. L. Ward, Captain S. S. Lang.

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NOTICE TO CONSIGNEES  
STEAMSHIP "SYDNEY."  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES

**NOTICE.**  
CONSIGNEES of cargo from London, ex S.S. "Ortegut," from Dordrecht or S.S. "Ville de Dunkerque," in connection with above Steamship are hereby informed that their Goods will be landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon; where each consignment will be stored under mark and delivery can be obtained as soon as the goods are landed.

Optical cargo will be forwarded unless intimation is received from the Consignees before NOON To-DAY, the 14th inst., requesting it to be landed here.

Goods remaining unclaimed after TUESDAY, the 21st inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before TUESDAY, the 21st inst., or they will not be recognised.

All damaged packages must be left in the Godowns and notice of same given to the undersigned on or before the 27th inst., after which no claims will be recognised.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and notice of same given to the undersigned on or before the 27th inst., after which no claims will be recognised.

G. TOURAINE,  
Acting Agent.  
Hongkong, 14th April, 1896.

"PINILLAS" LINE OF STEAMERS.

FROM LIVERPOOL, ANTWERP, ROTTERDAM, SANTANDER, CADIZ, AND MANILA.

**T**HE Steamship

"PIO IX."

having arrived from the above ports, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence they may be obtained.

Cargo remaining undelivered after the 21st inst. will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 29th inst., otherwise they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 11 A.M.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 14th April, 1896.

"RICKMERS" REGULAR LINE OF STEAMERS.

NOTICE TO CONSIGNEES.  
FROM MIDDLESEBRO, HAMBURG, ANTWERP, AND SINGAPORE.

**T**HE Company's Steamship

"DEIKE RICKMERS"

having arrived from the above ports, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No claim will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the Undersigned before NOON on the 22nd instant or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 11 A.M.

No Fire Insurance has been effected, and any claim will be admitted in the event after the 21st instant will be subject to rent.

Optical cargo will be forwarded unless notice to the contrary be given before 2 P.M. To-DAY.

Bills of Lading will be countersigned by ARTHUR, KARBERG & CO., Agents.

Hongkong, 15th April, 1896.

"GLEN" LINE OF STEAM PACKETS.

FROM NEW YORK AND STEATS.

**T**HE Steamship

"GLENGYLE"

having arrived from the above ports, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 22nd inst. will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 29th inst., otherwise they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 11 A.M.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 15th April, 1896.

"OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY."

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

BERG (via Nagasaki) SATURDAY, April 25, 1896, AT NOON.

COPTIC (via Nagasaki) WEDNESDAY, May 13, 1896, AT NOON.

GASLIC (via Nagasaki) SATURDAY, May 30, 1896, AT NOON.

THE Company's Steamship "BELGIC" will be dispatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, AND YOKOHAMA, on SATURDAY, the 25th APRIL, 1896, at NOON, connection being made at Yokohama with Steamers from Shanghai.

Passengers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Optical cargo will be forwarded unless notice to the contrary be given before 1 P.M. To-DAY.

Any cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and to Government officials and their families.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th instant, at 11 A.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd inst. will be subject to rent.

Bills of Lading will be countersigned by HOLIDAY, WISE & CO., Agents.

Hongkong, 17th April, 1896.

FROM HAMBURG, PENANG, AND SINGAPORE.

**T**HE Steamship

"ERATO"

Captain T. Ostermann, having arrived from the above ports, Consignees of cargo are hereby required to send in their Bills of Lading for immediate delivery of the Undersigned and to take immediate delivery of their goods from Consignees.

Optical cargo will be forwarded unless notice to the contrary be given before 1 P.M. To-DAY.

Any cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and to Government officials and their families.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th instant, at 11 A.M.

No Fire Insurance has been effected.

SIMMSEN & CO., Agents.

Hongkong, 16th April, 1896.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"TELANIAN"

are hereby notified that the cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will be at Consignees' risk. The cargo will be ready for delivery from Craft or Godown on and after the 20th inst.

Goods delivered after the 26th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined on the 24th instant, at 11 A.M.

No Fire Insurance has been effected.

SIMMSEN & CO., Agents.

Hongkong, 24th April, 1896.

## NOTICE TO CONSIGNEES

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